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ÎNTELLOFAX	21 CENTRAL INTELLIC	GENCE AGENCY REPORT NO	i.
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COUNTRY	Poland	DATE DISTR	l. 29 <b>D</b> ec mber 1952
SUBJECT	Construction of the Warsaw Subway	y NO. OF PAG	ES #
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DO NOT CIRCULATE

Two construction companies are working on the marsaw subway under the authority of the Main Administration for the Construction of the lower which has offices on Trzech Krzyzy Square. The firms are Metro Budowa, with offices at Ulica Kowia, marsaw-Praga, and the marsaw branch of the Shaft Construction Company of Bytom. The former has understood the construction of 21 shafts, and the latter is to build five sha is. The Main Administration issues blueprints, supervises the work being done and the use of equipment it owns, and recruits technicians for the subordinate companies.

SUPPLEMENT TO

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REPORT NO.

- The exact location of each shaft is unknown. Shaft number 4s is a the Praga side of the Swierczewskiego bridge beside the Mosty interum a railway station. Shaft 3a is in Praga, east from the Wilenski railroad station. Shaft 3s is on the other side of the Vilenski railroad station, on Ulica Targowa in the direction of the Vistula; 4s is a the back part of the streetcar station on the Vistula. Shaft 4a is a the right bank of the Vistula at Mariensztat. Shaft 22, in construct on for several months, is at Ulica Marszalkowska and Ulica Krolews and in the Sacon Garden. On 14 August 1952, Shaft 4s was 35 meters appoint the blueprints specify 63 meters depth. Work on the tunnels for Shafts 3s and 5s started in the autumn of 1951. By August, only meters had been dug. Mater seepage makes the work very difficult shafts with are equipped with freezing equipment, the work product at a fast pace; there are, however, only a few shafts so equipped. In Shaft 4a, excavation had reached a depth of 67 meters.
- Not all shafts, worked on by the Metro Budowa company have been stabled; in some cases, preparations are still being made. Work is proceeding in 18 of the 26 tunnels; in the others it has not yet begun for have equipment or habor.

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- $h_{ij}$  for norms are similar for laborers in shafts with freezing equipment in those without. Workers in the ill-equipped tunnels cannot work anger than one hour at a time. They return to the surface wet and and, unable to continue. They are unable to fulfill their norms and herefore receive very meager wages. The norm for one man per day is dig one centimeter from the shaft. Norms are figured collectively. Asskers who do not enter competition have greater tax deductions. One maker received 1,880 zloty for a month's wages; after taxes, he had 167 zloty.
- 5. Such tunnel needs four shifts of sub-surface workers. Above ground, work is done in three shifts a day. On employment, each laborer ans a paper committing him not to disclose the secrets of the subconstruction. Violation brings a minimum penalty of three years prisonment.
- 6. The authorized strength of a shaft crew is:

shaft foreman elief foreman hief foreman torage worker freezing equipment workers (three shifts) ompressor workers (three shifts) blevator operators (three shifts) curface workers (three shifts) underground workers (four shifts)

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Attachment

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WARSAW SUBWAY

